

HANSON VISITS 'GHOST TOWN'

Sees Bleaching Remnants of Gold Rush

Jack Hanson, genial and busy Chevrolet agency manager, stole some time last week to take a trip through the "ghost towns" of Bodie and Aurora, emaciated reminders of gold rush days. In a Chevrolet sedan Mr. and Mrs. Hanson traveled 1300 miles between 4 p. m. Saturday, August 20, when they left Torrance, and 7:30 Tuesday night, August 23. From Torrance to Mojave Mr. Hanson found good pavement, and from Mojave to Bishop he drove on dirt. The road was well compacted, however, and he had no trouble. At Bishop the Chevrolet began pulling into the mountains and 30 miles north the Hansons entered the Big Pine.

Ten miles beyond Mono Lake they turned to the right off the main highway onto a narrow, but firm and safe dirt road. Nineteen miles from the main road they found the first "ghost town," the old mining camp of Bodie.

Bodie today, as described by Mr. Hanson, consists of 30 or 40 buildings, mostly brick, badly settling and cracking open, and 200 houses. The town is not entirely deserted. A few Indians wander about its desolate streets, and some former residents, who own houses there, return in the summer time to view again the scenes of halcyon days.

The big mine at Bodie yielded \$89,000,000 in gold before it was abandoned because of water conditions. It has lain unworked for many years.

Ten miles beyond Bodie the Hansons entered Aurora, another "ghost town" left to bleach and decay in the backwash of the gold rush. Three million dollars were spent in the development of one mine in Aurora, and then it was

abandoned.

Among the most noticeable features of Aurora were three cemeteries, all well filled, and mute evidence of the casualties that attended the roaring gold mine area.

Both "ghost towns" are today much as they were when inhabited, but they cannot last much longer, Mr. Hanson says. The elements are taking rapid toll and the buildings are crumbling away. One building in Bodie, the Miners' Union, has stood since 1877. In Aurora the furniture has never been removed from the hotels. Dusty chairs and musty beds and weary-legged tables can be seen through broken windows and sagging doors.

Mr. and Mrs. Hanson returned to the main highway, and then drove to Oakland. From Oakland they came down the coast and home.

The "ghost town" trip, Mr. Hanson says, is one never to be forgotten, and a journey that cries aloud for a good camera. They present a picture today which in a few years will be gone.

EDSEL SAYS NEW FORD IS NOW A FACT

Manufacturer's Son Tells of 65-Mile Speed in New Model

An official of the Ford Motor Company, questioned in Detroit recently regarding statements of three large manufacturers who have sent the Ford Company experimental supplies for the new Ford car, that they still are await-

ing the "go ahead" signal for regular production, admitted that production would not go ahead without these supplies, but said:

"You fellows don't understand Mr. Ford's position on this new car."

"In the first place, you want to remember that he is going into a different price class. This is a finer car in every respect than many built today."

"Secondly, he believes that the demand for the Ford car must come from the public and not be forced down their throats. At present he has nearly perfected this new four-cylinder car, and is also engaged in development of a light eight-cylinder model. The eight, however, is nearly as far along in design as the four.

"Mr. Ford will build enough of these cars to get them before the public. His present intention is to build about 250 cars per day at first. As the dealer demand becomes more persistent, he plans to gradually increase production until the new car is being built on a 1000 daily schedule.

"Under no circumstances will more than 1000 cars daily be built until Mr. Ford is satisfied with the public acceptance of this model.

"I also might add that the action of the General Motors corporation following the showing on the first new Ford will have a lot to do with his future plans."

A short time ago Edsel Ford issued a statement in which he said of the new four:

"The new Ford automobile is

now an accomplished fact. The engineering problems affecting its design and equipment and affecting also its manufacture have all been solved.

"We know now exactly what this new car is. We have built a number of these cars and they have been performing even better than we looked for under a variety of conditions.

"We know also what is needed as to personal and factory equipment in order to produce these new Ford cars in greater numbers than any manufacturer has ever attempted before. The work of retooling our plants throughout the country to prepare for the heaviest production schedule we have ever undertaken, is now nearly com-

plete.

"Some of the things we have discovered already in the tests of this car are as follows:

"We have accomplished with them a speed of 65 miles per hour—which is slightly higher than we had expected.

"We have found that they can be driven for hours at an average speed of more than 50 miles per hour without discomfort to driver and passengers and without harm to motor and other equipment.

"In a recent test one of these new cars was driven 110 miles in two hours. During the first half hour the car traveled 27 miles. The car covered exactly 56.1 miles the first hour of the trip. This test was made over average road con-

ditions.

"We have tested this new car for get-away and pick-up with many other types of automobiles and have found that it surpasses all of them with one exception in quiet starting and acceleration. The tests already made show that it is faster, smoother, more rugged and more flexible than we have hoped for in the early stages of designing.

"When this car is formally introduced within the next few weeks, we shall be able to say that it is the best and most moderate priced automobile we know how to build."

More than half the automobiles in the Irish Free State are from America.

Hudson-Essex Power Compared To Surge of Huge Locomotive

Charles W. Stiles, Torrance Dealer, Explains High Compression, Anti-Knock Performance of Improved Models

Hudson and Essex, those super-models that have stormed the country with a record of outstanding achievement, now are permanently located in Torrance, at Carson and Cabrillo. Charles W. Stiles, in charge of the Hudson-Essex new home, is equipped for fast work in both sales and service. Capable mechanics stand ready at all times to aid Hudson and Essex owners.

"The improved Hudson and Essex models set a new mark in automobile history," says Mr. Stiles. "They are years ahead of the industry. They have all the advantages of high compression, with its smoothness, flexibility, ease of performance, speed and power, without high compression's heretofore disadvantage, the "spark knock."

"For the first time in automotive history Hudson and Essex engineers have perfected an anti-knock high compression motor that will perform to a higher standard of efficiency on ordinary fuel than any internal combustion engine ever before known to the industry.

"The engineers designed a new combustion chamber and valve arrangement, which with the famous super-six principle of counterbalancing, employs an unusually high compression, which turns to useful power the heat that formerly was wasted. The new design and high compression develops greater power at all speeds, and yet completely avoids detonation knocks.

It has the smoothness and elastic torque of a steam engine.

"It's like opening the throttle of a powerful locomotive 'step on the gas' in a Hudson or Essex."

An enclosed Essex recently clipped 16.5 seconds off the running time from the toll gate at the foot of Mt. Baldy to Ice House Canyon, establishing a new world's record for the 8.95 miles of steep grades and sharp twisting turns. The Essex gears were readily in high throughout the run. It made the distance in 12 minutes, 45 seconds flat.

The powerful car crossed the starting line at 60 miles per hour, shot around turns covered with loose shale as if on a boulevard, and did not noticeably drop its speed until the Hog Back was reached. There it was pulled down to 30 miles per hour, but picked up again and passed Camp Baldy at even 15. An official observer riding in the car expressed amazement at the ease with which it took hairpin turns at high speed.

Fiesta Tent Has Many Features

(Continued from Page 2) ing Saturday night.

The big automobile show and its allied displays of all are free. The ten vaudeville acts, two of which will be given each night on the Auto Show stage, also are free. It is predicted that greater crowds than ever before will throng the Fiesta and Automobile Show grounds, for the greatest exposition that the American Legion ever has arranged.

Auto Show Big Fiesta Feature

(Continued from Page 2) of gleaming cars in the Legion show vie for public attention with colorful lacquers, shining nickels, beautiful upholstery, crystal glass and luxurious appointments. The colors of the rainbow, the comfort of the featherbed, and the grace and speed of the antelope have entered the auto tent.

Fiesta to Show Big Stage Acts

(Continued from Page 2) appeared recently in "Tip-Toes."

Petite Evalyn Nair, late of "Peggy Ann," the Music Box hit, has added some intricacies of her own to the swirling, undulating "Black Bottom"; Eddie Gamble, comedy

juggler, comes straight from vaudeville, and the Cameo Four—William Shipley, Vincent Smith, Frances Barto and Eleanor Bourgeotte—is an act of clever kiddies in song and dance who have been headliners at Loew's State and the Metropolitan.

A Year Is Required to Tour Cal. Roads

How long will it take to motor over all the roads in California? This casual inquiry, coming from out-of-state tourists, brings but vague answers. Frequently the visiting motorist announces that he will be in the state for two or three weeks, and wants to see all he can in that time.

The cold figures indicate that the average tourist has no idea of the amount of highways to be covered if the entire State is to be toured. From figures of the existing roads in California compiled by the Automobile Club of Southern California, a motorist traveling 200 miles a day would require more than one year to traverse every road of the state one time. In fact, approximately 400 days would be needed, as the total mileage of roads in the state is 79,188.

Should the motorist decide to make the trip merely over the state highway system, the tour could be accomplished in approximately thirty-three days. The total state system is 6582 miles, and the country boasts of 72,696 miles.

ITS BEEN GROWING

In the first year of the production of automobiles, only sixteen motor cars were turned out.

JUST A HINT

One of the most important jobs in valve grinding comes at the finish. Every particle of grinding compound must be removed from the valve chamber, valve parts, and valve guide, as this compound will quickly score the cylinders and other parts. Wash it out thoroughly with gasoline or kerosene.

REO

has an exhibit worth seeing
a story worth hearing

PLEASURE CARS

REO Flying Cloud

is endorsed by 150 members of the Society of Automotive Engineers as closest to their 'ideal' car. Proof that Reo is the longest lasting American car is given by statistics compiled by R. L. Polk and Company of Chicago. Proof of its beauty, its get-away, its speed, and its wonderful four-wheel braking is yours in a half hour behind the wheel. See the Reo Flying Cloud and Wolverine exhibit, and hear the true Reo story from the man at the booth.

TRUCKS

Reo conceived the Speed Wagon idea, created the vehicle, copyrighted the name and popularized the type. Recently Speed Wagon took another step ahead of the industry. Speed Wagon design of today is the contemporary's design of tomorrow. No motor vehicle ever had its characteristics so completely copied as the Speed Wagon. Be sure to go over this new line carefully.

Reo Pleasure Cars from \$1485 to \$2365 delivered
Flying Cloud:—Roadster, Coupe, Victoria, Sedan, Brougham.
Wolverine:—Cabriolet and Brougham.

Reo Speed Wagons from \$1335 to \$2849 delivered
Capacities, 1/2 Ton — 1 Ton — 1 1/2 Ton — 2 Tons — 3 Tons
Seven wheelbase lengths from 114 to 175 inches

M. J. Fix Co.

Torrance

Border at Cabrillo, Phone 250

Harbor Motors Co.

San Pedro

1614 So. Pacific Ave., Phone 1632